

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,285 號伍十捌百式千壹萬壹號 日壹拾月捌年六十二緒光 HONGKONG, SATURDAY, OCTOBER 6TH, 1900. 陸年禮 號陸月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

WATSON'S
VIN DE QUINQUINA.
Invaluable TONIC and RESTORATIVE
especially adapted for convalescents
from MALARIAL FEVERS and other
CLIMATIC DISEASES.

A. S. WATSON & CO.
LIMITED,
ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
41, Praya Central,
Hongkong.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 12, Praya Central,
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET.

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME-TABLE
WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m.

Every half hour.

8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes

From 2 p.m. to 4 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-

pany's Office, 35 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st May, 1899.

McKIRDY & CO.

43 & 44, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

2500s

VICTORIA CYCLE EMPORIUM.

The pleasure of cycling consists in having

a first class Machine, and the above Es-

titution is always leading in this respect.

We are Agents for the famous "NEW

"HOWE" and "MONOPOLE" CYCLES,

and we also supply fitting of every description.

Bargains can be had in second hand Machines.

Repairs executed with promptitude and skill.

Enamelling a specialty.

McKIRDY & CO.

43 & 44, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

2500s

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPIERS

Ship only the Finest Quality

Extra Dry (Green Seal).

LAUTS, WEIGER & CO.

Sole Agents.

Hongkong, 17th May, 1899.

1191

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT

\$5.00 per Cask of 200 lbs. per Cask.

\$10.00 per Bar of 200 lbs.

SHewan, TORME & CO.

General Managers.

Hongkong, 2nd July, 1900.

1070s

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:

THE "PALL MALL"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSSSEN & CO.**, HONGKONG.

41a

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

Entrance: ICE HOUSE STREET (New Victoria, Hotel).

39a

THE NEW SUMMER DRINK.

COLD BOVRIL AND SODA WATER.

DR. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting

article on

"WHAT SHALL WE DRINK?"

in which he says—

"The great question of these tropical days is "What Shall We Drink?" I think all medical

men are agreed that the less alcohol we consume in hot weather the better for us. Even light

beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish

to keep moderately cool."

"For those who are engaged all day let me recommend a novel combination—I mean a little

Bovril (cold of course), made in the ordinary way, and added soda water. I have found this

drink sustaining and pleasant."

WATKINS, LIMITED,

AERATED WATER MANUFACTURERS.

112a

BISMARCK & CO.,

27 & 28a, PRAYA CENTRAL.

HOCKS AND MOSELLES

DIRECT FROM AND BOTTLED BY

DEINHARD & CO., COBLENZ.

Telephone 75.

15, Queen's Road.

Oppenheimer

Laubenheimer

Nierstein

Graacher (Superior)

Bodenthal

Hochheimer

Liebfraumilch.

STEINWEIN (Bock Bottles)

Sparkling Moselle (Crown

Label)

Sparkling Hock (Crown

Label)

Sparkling Hock (Black Label)

Liebfraumilch.

15, Queen's Road.

INTIMATIONS.
BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD, CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE
FAR EAST.THE MACHINERY in use is of the
latest design and most up to date character.ENGLISH EXPERTS manage our
factories, and their practical knowledge
produces an article that is unrivalled for
its excellence.THE WATER used is the purest in the
Island, and is skilfully filtered on scientific
principles.We use only the best and most expensive
ingredients, guaranteeing ABSOLUTE

PURITY.

quote Special Terms to large
consumers.

A. S. WATSON & CO., LIMITED

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

DEATH.
At Foochow, at 1 p.m. on the 3rd October,
ARTHUR WELLESLEY WALKINSHAW, aged 50 years.
Deeply regretted. Highly respected.The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD,
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, October 6th, 1900.

ALTHOUGH war has been the normal condition of humanity since first, a naked savage, man walked over the face of the earth; there seems to be nothing so much under the influence of the fashion of the hour as the art of fighting. Each conqueror has introduced a new science, and for a time every one has been content to follow his lead down to the most minute detail, utterly regardless of the altered conditions of the case. When CYRUS overcame the Babylonian empire, he introduced several new ideas into military style, and for a long time Persian costume, and Persian tactics were considered the correct thing in the field of battle. Unfortunately a couple of hundred years later, his successors were in turn overcome by the Greek ALEXANDER, and plumed helmets, and buskins, and phalanges, and long spears, and all that sort of thing were held to be the proper rig in a fight; and if the cut of a man's *himation* or the weight of his spearhead differed, however little, from that brought into fashion by the conqueror of DARIUS, it stood to reason that he must necessarily be unsuccessful. All this was very well, till unfortunately the Romans came on the scene, and had the bad taste to fight in a different way altogether, and, notwithstanding this crime against the fundamentals, to upset all the warlike arrangements of the Seleucids; so for a time all that a general had to do was to dress his soldiers exactly as did JULIUS CAESAR, and make them keep exactly the same step and formation. But Rome tumbled in her day, and the barbarian conquerors brought in quite a different method of doing the business, and of course, if anyone wanted to be a great general, why, all he needed was to dress like, and talk like, the latest fighter of the day. After the wars with NAPOLON were finished, and the Duke of WELLINGTON stood out as the soldier of the day, naturally the British

army gave the fashion. Waterloo was won, everybody knew, because the soldiers wore stiff leather stocks and belts, and coatees so tight that it was the labour of hours to get into them. Pipeclay, it was also evident, had much to do with the success of that eventful day; so if any general wished to become as great and successful as "The DUKE" it was above all essential that his troops should be perfect in their get up; a soldier was not intended to think how he shot, how he handled his weapons was a matter of quite secondary consideration; the great point was that he was dressed, and in order to accomplish this he was to be reduced as much as possible to the status of a tailor's lay figure. After forty years of this came the Crimean war, and the British War Office was scandalised that the lay figures did not turn out conquering heroes, but had to walk, and march, and eat, and drink, and even get sick, like ordinary men. It was a wonderful revelation, but pipeclay died hard; and peace was made before his final decease. Then came the Franco-German war; and if this proved anything, it was that success consisted in having ugly inconvenient helmets, but above all in taking care that they had spikes in them. KARL the Great is always, we know, represented with a spike in his head-gear; and according to the new military criticism this was the secret of his victorious career. But again the German troops did not wear scarlet; and perhaps, the Horse Guards began to think, after all, that is the reason the Germans won the day at Worth, and compelled the surrender of Paris. The troops in India had been doing a little fighting on the North-west frontier; and khaki, the colour of the deserts of Scinde, had been found a good rig, as it rendered the troops less conspicuous to the Pathan sharpshooters. For once the British Foreign Office acted on its own experience, and when the forces were sent to South Africa to fight on the colourless veldt the colour that had proved so suitable in Afghanistan was adopted. It is to the credit of the Horse Guards that the innovation proved a perfect success, and that almost for the first time in history, a British force took the field in a get-up suitable to the work required. But because khaki has proved a success in the veldt, it by no means follows that khaki has shown itself an universal wear; and yet there are signs that we are on the threshold of an age of khaki as ridiculous as the past era of spiked helmets. There is no greater contrast anywhere than exists between China and the South African veldt. The veldt is a bare country where little rain falls, raised a couple of thousand feet above the sea, and broken everywhere by kopjes and boulders affording abundance of shelter from rifle fire. It is eminently unfavourable for the evolutions of any large bodies of men, especially cavalry. There are no trees and practically no cultivation. These conditions gave the work of the troops in the Boer districts a special character. The Boers never appeared in the open, but shot at the troops individually while themselves under shelter. Concealment and cover were absolutely necessary for a successful attack. China offers conditions the reverse for the most part; the climate is generally damp, the country is low and open. It is besides universally cultivated, and offers little natural shelter. There are great extremes of temperature between Winter and Summer, and cotton clothes, such as were worn in the Transvaal, are dangerous for Europeans. The country, though largely denuded of its natural forests, is rich in colour, there are few opportunities for exercising the tactics of the Boers, and operations would of equal necessity be in the open. Concealment, except for troops specially told off, would be rather a disadvantage than otherwise. In fact it might be said that all wear khaki was the very worst. Yet such is the strength of the imitative faculty that not only the British troops, but all French, German, and American have adopted the new dress, and khaki is literally "the only wear." Long experience, except partially in the South, has taught the European resident to clothe himself, Summer and Winter alike, from head to foot in woollens, and yet the foreign governments in sending out their troops have persisted in following a fashion introduced in a climate entirely different, and under circumstances in not one respect alike. Whatever colour should be decided on, and it does not appear that colour is of itself a matter of moment, should be such as to distinguish the nationality of the troops, and not to conceal it; and for a good lasting colour suitable to all conditions there is probably none better than the old British scarlet. Of course, for a useful working dress, the tight thick tunics of the ordinary British soldier is about the worst possible, but this proceeds not so much from colour, nor even material, as from cut. GARIBALDI with his red shirts showed how a serviceable dress could be made out of the most unpromising materials; and a light scarlet Norfolk with plenty of room, and abundant pockets, would certainly seem to be an ideal coat for service in China. Trouser should be discarded as an invention of the Devil One, but a pair of

knickerbockers of a shade approaching to the present khaki, so as to show but little stain from mud, with putties, would probably be found the most suitable. Ammunition should be carried in bandoliers, all belts should be of soft unvarnished leather, and bright buckles should be carefully avoided.

Such a dress, while it could be worn with underclothing reduced to a minimum in summer, would afford the means of adding on any amount of warm clothes required, in the coldest weather, and might be made at all seasons to look soldier-like and smart. The only thing remaining is the headgear, and here much remains to be done. The two main requirements are reasonable lightness and non-liability to go into pulp with exposure to rain. The ordinary civilian's pith helmet is particularly objectionable on both scores. It is cumbersome, and prevents aim being taken without removing the helmet; it is usually of the most impracticable shape, and is generally most inefficiently ventilated. For wear a light soft felt is the most comfortable, but a single felt is little protection against the fierce sunburn sun. The shade of even a light umbrella, however, acts wonderfully in protecting the brain, and hence we may, learn a useful lesson. What is really required is an air space well ventilated between an outer and inner covering; even a light straw hat, if an inner crown of light felt be supplied, with an inch of open space between the two, will be fitted an efficient cover in all but the hottest summer weather. An ideal helmet could probably be made with water-proofed paper on a foundation of thin steel wire, and placing inside a light felt crown. Such a helmet could be made a khaki or light green colour as a protection against the acetic rays of the sun; but all coverings, as adding seriously to the weight, should be avoided. Any idea of the accepted "helmet" shape should likewise be avoided, nor is a wide brim, which would interfere with the wearer taking aim without removing his headgear, needed. A modification of the shape known as a "sou'-wester" with a low crown, and a flap behind, could certainly be devised, which would give all needful protection without adding to the bulk or weight. Such a dress would lend itself to any amount of decoration for parade purposes, and the soldier need not have the appearance in the one case of a pauper out for the day from the work-house, nor in the other of being in "form" to set off a gaudy, but intensely ugly and useless topic.

Our readers are asked to note that the address for this office hitherto known as No. 4, Des Vœux Central, will in future be known as No. 12, Des Vœux Road Central.

Six chair-coolies were fined yesterday for causing an obstruction at the Tram Station. The other day the Governor and party arrived from the Peak, and the defendants rushed forward with the object of capturing fares. Lance-Sergeant Kendall saw that they were obstructing the passage, so he reported them.

Lance-Sergeant Terret was on duty on Thursday when he saw a Chinaman coming along carrying a couple of baskets. He stopped him, and the man betrayed himself by attempting to run away. The baskets were found to contain 20 pounds of brass, which was concealed in a bag. Yesterday the man was fined \$10, or a month, for being in an unlawful possession.

Yesterday Mr. Hazeland ordered a street arbor to be detained for 24 hours, and to receive 12 strokes with the birch for stealing a jacket. The jacket was the property of a small-footed woman, who was seated stitching in Queen's Road West when the boy came by, snatched up the jacket, and made off. The woman could do nothing but call out. A Chinese constable heard her cries, and caught hold of the runaway.

During the hearing of an opium case yesterday Mr. Hazeland reprimanded a constable who had gone to a house in Kowloon City armed with a warrant to search for opium for not searching himself instead of leaving it to the excise officer to do. We understand, however, that it has always been the custom for the excise officers to do the searching while the constable has looked on to see that the excise officer does not, for the purpose of getting a case, secrete some opium

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As will be seen from a notice appearing in another column three events will be decided at a meeting of the Victoria Recreation Club this afternoon at 4.15 p.m. There will be a 200 yards' Invitation Handicap, a two-lengths' Members' Handicap, and to wind up with a Water Polo match, Portugal v. the Rest.

Following is the handicap for the 200 yards race:—N. H. Alves, go; W. A. Stopani, owes 3 seconds; C. Gregory, R. W. F., owes 7 seconds; A. E. Alves (100 yards V. R. C. Champion), owes 10 seconds; A. A. Alves (200 yards Champion of the Colony), owes 22 seconds. Mr. G. Caldwell will act as starter and judge, and Messrs. Hazeland and Yule as timekeeper and check starter respectively.

Meers, Alec, Marsh and A. G. Ward inform us that they have arranged to give three subscription concerts on the 25th October, 2nd November and 27th December, introducing into each programme some special attraction. At the first concert it is intended to perform the song cycle for four voices "In a Persian Garden," words selected from Omar Khayyam, music by Liza Lehmann. It will be remembered that we have already heard a song or two from this cycle from Mr. Marsh, and all will be glad to hear more. At the second concert it is hoped a professional violinist from London will make his first public appearance here. At the third concert a portion of the programme will be devoted to sacred music appropriate to the Christmas season. Messrs. Ward and Marsh will, we are told, be assisted by their pupils and other local amateurs.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The Union Church Sunday School will be opened to-morrow October 7th, at 4 p.m., when an address will be given by the Pastor of the Church.

Mr. G. P. Lamont sold several lots of leasehold property at his offices in Duddell Street yesterday afternoon. Nos. 73, 75, and 77, Wan-chai Road, were purchased for \$12,625, and No. 77, Wellington Street, for \$7,825.

We received yesterday afternoon from Mr. Rounsevel, Wildman, U.S. Consul-General, the following typhoon warning, dated Manila Observatory, 5th October, 3.30 p.m.:—Depression probably S.E. of Manila between 11th and 13th parallels.

The Telegraph Companies yesterday evening announced that owing to the interruption of the Hongkong-Amoy and Amoy-Shanghai cables close to Amoy, telegrams to and from the North will be subject to considerable delay. It is hoped that the cables will shortly be repaired.

Inspector Duncan was testing some vegetable hawkers' scales the other day when he noticed one of the itinerants had his scales to a boy, who made off with them, no doubt owing to being unjus. This was obstructing the Inspector in the performance of his duty, and for doing this the man was yesterday fined \$10, or 14 days.

The steamer *Shinano Maru*, which has been chosen to take the place of the lately founded *Futami Maru* on the Australian run, is the largest of the newly built steamers of the Nippon Yusen Kaisha, and is of 6,390 tons displacement and over 15 knots speed. She is said to have 36 calms and 285 steerage rooms.

We call our readers' attention to the special cheap excursion to Macao, starting to-morrow at 9 a.m. and leaving Macao on the return journey at 10 p.m. Two dollars and a half is the return fare, and visitors will have an opportunity of seeing the Procession of our Lady of Rosario on Sunday afternoon.

The following will represent the First XI to play at today's cricket match against All Comers at 11 a.m.:—J. F. S. Noble, J. Wilde, Major Butshaw, Lt. Strong, R.M.L.I., A. G. Ward, J. E. Lee, C. M. G. Burnie, H. M. C. Elliot, A. R. Lowe, R. J. Gerard, J. A. Woodgate, T. Sorcombe Smith. Mr. E. Mast will captain the other side. Tiffins will take place in the Pavilion.

The other day we reported a case in which a coolie was sentenced to a term of imprisonment for stealing a number of articles from a coolie house, he having stayed behind while the other coolies went to work on pretence of being sick. Yesterday another coolie was sentenced to a month's hard labour for receiving some of the articles, well knowing them to have been stolen.

The Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme is—March "Left, Right" Hume Overture "Crown Diamonds" Aubrey Selection "Les Cloches de Corinville" Planquette Value "Werner Mad'l" Ziehrer Dance "Polish" Scharwenka Selection "Carmen" Bizet Extemp Ballot "May Day" Sullivan "God save the Queen."

It is reported that a foreign consul at Canton has received a circular letter signed by half a dozen so-called Reformers advising him to leave the city with all his nationalities as they—the Reformers—were desiring of capturing the city and overthrowing the Manchu power. Another case of flagrant piracy is reported at Canton itself, "near the British consulate," our informant adds. The threats of the Reformers are alarmist in nature and there have been many of the same kind before, but still the good old Manchu rules. It may however be fraught with significance at this critical stage of affairs.

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The European Police in Singapore have met to establish a Recreation Club of their own. Captain Hinman was elected president, and Sergeant Knox hon. secretary.

A Rangoon paper says that the proprietors of the public hotels are up in arms against an order issued in the Burma Gazette forbidding the employment of female attendants at public refreshment bars.

Captain Pierre Pattison, Captain Supt. of Police at Shanghai, who was lost for service there by the Royal Irish Constabulary, has resigned his appointment on account of ill-health, and will probably leave for England by the next mail.

The Netherlands Minister Resident in Japan, Jonkheer Testa, having recently been promoted to Minister Extraordinary and Plenipotentiary, was received in audience by His Majesty the Emperor of Japan on the 21st ult., when his credentials were presented.

The warship *Katsuragi*, which had been lying at Kobe for some little time, has left for Yokohama in order to fetch surveying appliances and then to survey the offing of Kishiu. The work is expected to require two or three months before completion.

The master of the Japan Whaling Company steamer No. 12 *Kyoto Maru* telegraphed to Count Yoshii, President of the Company, that the steamer caught several whales off Kinkawan a few days ago. One whale had weighed eight tons.

The French papers are unable to find fault with the British treatment of Poen at St. Helena. The Paris Journal publishes a long letter from one of its representatives who, it says, succeeded in landing on St. Helena. From his account of the conditions under which the Boer prisoners are detained it appears that they are exceedingly well treated and even complain of getting too fat. Those of their number on parole have been able to find work, while their comrades under surveillance are treated most courteously and are allowed a vast extent of ground in which to take exercise. All unite in declaring that since they were made prisoners the only period of calm and tranquillity of mind which they have experienced has been that spent in St. Helena, with whose inhabitants they live on the best of terms.

The P. & O. Steam Navigation Company is now understood to have given in its adhesion to the proposal made by the other shipping lines

interested for an advance in the freights to Calcutta. It may be taken for granted, says the *Manchester Evening News*, that this will represent 5s. per ton upon textiles, and it will apply also to the subsidised German line trading between Hamburg and India. A similar advance in the rate to Ceylon and Burma may be anticipated, this advance having been already established in the case of goods brought over from the Continent for transhipment into the British steamship trading with those markets and there are indications that the China line will seek to follow their Indian fellows in the same direction, especially now that they are deprived of a large proportion of the cargo usually available for the Far East at this time of the year.

There has been considerable talk lately of a "Pan-Indo" movement among the natives of Java and Sumatra, which aims, in the first place, at strengthening the Sultan of Turkey's hold on the Moluccas in the Far East as head of the Mahomedan religion. The movement is also directed against those European Governments which rule over colonies mostly inhabited by Mahomedans. The grievance is that these colonies have all the power and authority. The Mahomedan natives have but to carry out the orders of their rulers, no matter how greatly these orders may run counter to Mahomedan religious ideas. The educated section of the subject Mahomedans also act for a larger share in the government of these colonies, rich and high titles no longer contenting them. Recourse is had to religious agitation after the failure of political means to gain the desired end.

The statistics obtained from official sources in Burma with reference to the rubber trade show a continued increased revenue from the industry in the two districts where rubber mostly comes from, viz. Mogung and Myitkyina. The Kachins are said to cut the roots of the trees, and the competition amongst the Chinese rubber merchants is so keen that some of them will give their status amongst the Kachin sellers by reporting specific cases. The price in the two districts varies from 6s per lb. to 12s per lb. The price in Myitkyina is 7s in Mogung, but the Chinese is said to be 10s per lb.

Commandant Christian De Wet, an American correspondent says, is not at all a striking figure. He is a man of some five feet ten inches in height, not overburdened with flesh, rather ungainly of figure than otherwise, with a face of no special force or even prepossessing. Yet his "swoops" have been among the most unpleasant experiences of the English Commander-in-Chief during his South African campaign. Before the war De Wet was a farmer in the Orange Free State. His home was near Roodepoort, in the immediate vicinity of his recent operations. Therefore he knows every foot of the ground over which he is fighting. He was a member of the Vlakplaats, but he put on his bandolier and took his gun and went on commando just like his neighbours. But he had fired a gun before. He was one of those who stormed Amajuba Hill in 1881. In the present war he first went to Natal, where he soon showed what was in him. He was elected to a field-cornet, and then to the post of commandant. His services at Nicholson's Nek led to his being sent to Magersfontein as fighting general in command of the Free State forces. While in the vicinity of Kimberley he played the same game that he has played all along, a dashing, aggressive swooping game. He captured the convoy of 180 wagons at Klipdrift, and made a despatch attempt to relieve Cronje at Paardeberg. Commandant-General Ferreira's death made him Acting Commandant-General. The death of Joubert placed him in command of the Boer forces in the Free State.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 4th October, 8 p.m.

A CURIOUS DECREE.

The Emperor in an Imperial Decree, dated 30th September, deeply regrets the necessity he is under to proceed first to Hsian-fu, the permanent capital of the Empire, owing to the absence of fodder for thousands of baggage animals and ten thousands of horses.

REQUISITIONS ON THE SOUTH-EASTERN OFFICIALS.

He orders the Viceroy and the Governors of the South-east provinces to provide money and rice and orders the troops escorting him to maintain strict discipline and on no account to injure the peaceful people.

LONDON, 4th October, 8.35 p.m.

A NEW EDICT—PUNISHMENT PROMISED.

The Emperor Kwang Hsu has addressed to the Powers an edict promising the punishment of all dignitaries who have given encouragement to the Boxers.

GERMANY'S REQUEST TO THE POWERS.

Germany asks the Powers to ascertain through their representatives whether the list of guilty persons is sufficient and correct, and the punishment adequate; and also as to the means of controlling the enforcement of the penalties.

REUTER'S SERVICE.

LONDON, 3rd October.

THE ELECTIONS.

178 Ministerialists, 35 Liberals and 19 Nationalists have been elected. These returns include the Home Secretary (Sir M. W. Ridley), Messrs. J. E. and W. H. Redmond, Balfour, and Labourer. The Ministerials have gained six and the Liberals seven seats.

GERMANY AND CHINA.

In reply to the Emperor of China, the Emperor William declares that the only adequate expiation for the death of Baron von Ketteler and the Christians is the proper punishment of the responsible parties. The Emperor urges the Chinese Emperor to come to Peking, where Count von Waldersee will receive him with fitting honours and will give military protection. Peace must be accompanied by full atonement.

LATER.

THE POWERS AND CHINA.

The Morning Post says that France's note to the Powers suggests the immediate opening of negotiations with China. Russia, Germany, and Japan support the note.

THE ELECTIONS.

Mr. Chamberlain in a message to the nation says that Patriotism must come before Politics. He hopes that the union between the Colonies and the Motherland now cemented with their blood may be for ever maintained.

A notable feature in yesterday's contests was the large increase of the Unionist majorities in the working-class constituencies.

Mr. Winston Churchill has been elected for Oldham.

LOCAL MOVEMENTS.

The British transport *Polacotta* returned yesterday from Taku via Weihaiwei.

The British transports *Laudaera* and *Natal* left yesterday for Tsingtao.

The *Asiatic* left for Calcutta.

The Italian transports *Singapore* and *Mosca* left for Singapore.

LATEST STEAMER MOVEMENTS.

The P. M. steamer *China*, with mails, &c., left Shanghai for this port on Thursday morning, the 4th inst., at daylight.

The E. & A. steamer *Eastern*, from Sydney, left Port Darwin on the 3rd inst., for Timor, Manila, and this port.

The M. P. steamer *Montbouchure* has arrived at Victoria and will sail for Hongkong to-day, the 6th inst.

MESSRS. BAXTER & CO., the well-known dealers in worsted, &c., in a recent circular, their managers, refer to the depression of the market, and the trade. They say that some makers of Indian cloth believe that their trade has suffered in two ways, makers for China and Japan. "This may or may not be, but undoubtedly the fact of China and Japan being out of the market has 'broken down the high level of trade' to a certain extent, and the curtailment in the production of silk, prevents spinners from making concessions sufficient to lure them back into the market." They move slowly in home trade as well as in export. China and Japan do not move at all, and the Continent continues to buy from England only. Writing on the 1st inst., Messrs. Baxters say, "We are in a similar communication to that of last week with reference to the recent movements of the market. China has been a little more active, but there has been some enquiry, and we have had a few more to test, but the market is still quiet."

DR. KELLY, of the *China*, says that

Java and Japan are still quiet.

GYMKHANA MEETING.

The following is the programme of the 5th Gymkhana meeting, to be held on the Happy Valley and Race Course this afternoon (weather permitting):

1. 4 p.m.—Watering Race—China ponies only. Ride one pony and lead another by a halter, round a post and in. No whips. Entrants £1. Prize from Gymkhana Fund.

Entries—Major Kee's Peking and Tientsin, Mr. Mulliken's Tantivy and Xerxes, Lieut.-Comdr. Wilkin's Dunmore and A. N. Other, Mr. Stockwell's A. B. C. and X. Y. Z., Mr. Hill's Can Do and Have Got, Capt. Goodwin's Flyer and Lucy Bones, Capt. Loring's Officer and Buccaneer.

2. 4.15 p.m.—Open Steeplechase—Catch weights over 11 stone. Start at Black Rock, one round and in. First prize, presented by Hon. R. M. Gray. 2nd prize £20. Entrance £2.

Entries—Mr. Burton's Lady Laura 15.0, Mr. Wilkes' Lingo 15.0, Mr. Bruton's The Miss 15.0, Lieut.-Comdr. Wilkin's Mac 15.2, Mr. Babington's Charlie 15.2.

3. 4.30 p.m.—Ladies' Nomination—The Wardrobe Stakes. Gentleman to start from post down the straight, ride to lady at Entrance gate, and get dressed in fancy costume of at least three articles, then ride back past winning post. First past post to win. Prizes, objects of art.

Entries—Lieut.-Comdr. Wilkin, R.N., nominated by Mrs. Morris, Mr. Anderson nominated by Miss Potts, Mr. Gwyther, R.W.P., nominated by Mrs. Salmon, Mr. Stockwell, R.W.P., nominated by Mr. H. H. Bertie, Mr. Hill, R.W.P., nominated by Miss Bickie, Capt. Goodwin, R.A., nominated by Miss Hartington.

4. 4.45 p.m.—Lemon Cutting—Cavalry and sword exercise, four cuts. Points for pace and style. One run. Entrance £1. Prize from Gymkhana Fund.

Entries—Major Kettewell, Mr. Labertouze, Mr. Baker, Capt. Loring, Mr. Cussey, Mr. Melville, Mr. Stockwell, Mr. Hill, Mr. Goodwin.

5. 5.15 p.m.—Steeple Chase—For China Ponies. Weight as per scale. Previous winners of a jump race this season, penalized 7 lbs. for one win, 10 lbs. for two. First prize from Gymkhana Fund. Second prize, £20. Entrance £2.

Entries—Major Kee's Pekin 13 lbs. 3 ins., 11 st. 7 lbs., Mr. R. H. Potts' Forest King 13 lbs. 2 ins., 11 st. 4 lbs., Mr. R. H. Potts' Interruption 13 lbs. 2 ins., 11 st. 1 lb., Mr. Hill's Pilgrim 13 lbs. 2 ins., 11 st. 4 lbs., Hon. R. M. Gray's Emperor 13 lbs. 1 ins., 11 st. 1 lb.

6. 6.45 p.m.—Buffalo Race—Open to all bond/lease buffaloes which have not been regularly trained on the course (local anti-foreign mid-Asian excepted). Weight for inches as per scale. Prizes, £5, £3, £2.

Owing to the "shades of night," competitors are requested by the Committee to turn out punctually. First saddling bell 3.45 p.m.

By kind permission of Major Everitt and Officers of the Royal Welsh Fusiliers, the Band of the Regiment will attend.

JOINT STOCK SHARES.

Mr. J. Y. V. Vernon says in his Weekly Share Report, dated Hongkong, 5th October: The market has been very quiet during the week, but rates continue steady, and there are but few changes to report.

BANKS—Hongkong and Shanghai have been placed in small lots at 311, 312 and 313, closing quoted at 312 per cent prem. Nationals unchanged and without business.

MARINE INSURANCES—China Traders continue on offer at \$57 without finding buyers, and one point lower would doubtless find sellers. The directors of the Company recommend a dividend of \$4 per share. Cantons and Unions are still enquired for at quotations without change, and are still offered at \$57. Yangtze, Ningpo, Chins and Straits remain unchanged and without business.

Fire INSURANCES—Hongkong are steady at \$295 but without business. China are obtainable at \$77 with sales at

SHIPPING—Hongkong, Canton and Macao have ruled very steady at \$314 with sales and buyers, market closing at \$312. Indo-Chinas have changed hands at \$86, closing with sellers. Douglasses have been placed at \$41 and a few more are enquired for at that rate. A few China and Manaus (new issue) have found buyers at \$23. China Mutuals unchanged and without business.

REFINERIES—Both China Sugars and Laxtons continue neglected with sellers at quotations.

Mining—Punjoms are almost at a standstill under this heading and rates with the exception of Raubs are all lower. Punjoms, Olivers and Caledonians have all been on offer without inducing buyers to come forward. A few Jeubangs have been placed at quotations and some Queens have changed hands at 10 cents. Raubs have been enquired for at \$55 but holders are not inclined to part at present rates. The General Manager of Olivers report last month's crushing 257 oz. from 495 tons, mill running for 26 days.

DOCKS, WHARVES AND GODOWNS—Hongkong and Whampoa Docks continue quiet with sales and no sales at \$45 per cent prem. Kowloon Wharves after a few further sales in new issue at \$57 and \$58 are quoted at

£1.80, the \$21 prem. on the new shares having been now paid, both old and new are quoted the same. Wan Chai unchanged without business.

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A falling off of 743 casks (value £100,000) is probable in the Straits continues briskly (in spite of the cessation through plague during the month of June, July, and August), a sure indication, the report points out, of the poverty of the Amoy bottoms during the year under review was £3,719,792, as compared with £3,095,184 in 1889. "Of this, some 72 per cent was carried in British ships, a rather smaller percentage than last year, owing to a rise of subtended Japanese steamers, which has been competing with the Douglas Steamship Company, running between Hongkong, Swinton, Amoy, and Formosa. The net trade of Amoy for 1890, after deducting re-exports, was £3,132,000, against £3,494,000, an increase of over £60,000. This increase is entirely accounted for in the imports." [We italicise the above words, as we shall have occasion to refer to the fact mentioned at some future date.] Mr. Mansfield continues:—

"The total tonnage clearing from the port shows an increase of 160,000 tons, divided roughly as follows:—British, 60,000 tons; German, 30,000 tons; Japanese, 64,000 tons; and American, 8,000 tons. The total British tonnage amounts to 693,747 tons, that of all other nationalities being 277,091 tons. Total number of vessels cleared 1,007, with a tonnage of 970,838 tons against 829 vessels, with a tonnage of 812,480 tons for 1889."

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4 NEW ADVERTISEMENTS

GYMKHANAS, 1900.

THE FIFTH and LAST MEETING of the SEASON will take place TO-DAY (SATURDAY), 6th instant, on the HAPPY VALLEY RACE COURSE, commencing at 4 P.M. There are two Steeplechase in the programme, one for China Ponies and the other for Walkers. Hongkong, 6th October, 1900. [2395]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FINAL CALL on the ORDINARY SHARES of this Company of \$1 per Share having been made PAYABLE on 6th day of August, 1900. Shareholders are hereby notified that Shares upon which the aforesaid Call remains unpaid are liable to be forfeited, in accordance with the Articles of Association of the Company. Interest at 10% per Annum will be charged on all overdue Calls. W. H. GASKELL, Secretary. Hongkong, 6th October, 1900. [2397]

FURNISHED APARTMENTS REQUIRED.

BEDROOM and SITTING ROOM, FURNISHED, in good locality, required by a Lady and Gentleman. Board also might be arranged. Apply—

BOX 12, Hongkong Daily Press. Hongkong, 6th October, 1900. [2399]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 9th October, 1900, at 2.30 P.M. at his

Sales Rooms, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE, &c.

Comprising—

DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE.

CROCKERY, GLASS and PLATED WARE.

PIANOS, BICYCLE and JINRICKSHA.

One IRON SAFE.

One COOKING RANGE.

One CAMERA, with DALLMEYER'S RAPID REEKLIMER LENS with IRIS, &c.

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 6th October, 1900. [2401]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 19th October, 1900, at 11 A.M. at the

HONGKONG and KOWLOON GODOWNS,

Kowloon.

12 LENGTHS CHAIN 21'

105 FATHOMS do 11'

7 PIES. do 11'

TERMS.—As Customary.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 6th October, 1900. [2400]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 6th inst., at Noon. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 6th October, 1900. [2395]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and FOOCHOW.

THE Company's Steamship.

"HAICHING."

Captain Hall will be despatched for the above port TO-MORROW, the 7th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 5th October, 1900. [2594]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles:—

The Crisis and the Election.

Market Accommodation in Hongkong.

The End of the Inland Waters Farce.

Chinese Imperial Policy.

The Power and China.

Malaria and Local Sanitation.

The Crisis: Telegrams.

Legislative Council.

The Crisis in China.

The Arms Ordinance.

Disastrous Fire at Yau Ma Tei.

Disgraceful Conduct of British Blue Jackets.

Extraordinary Kidnapping Case.

The Fatal Coolie Quarrel at East Point.

The Portuguese Festivities at Macao.

Royal Naval Canton.

Canton.

Weehow.

Tientsin.

Soochow Notes.

Manila.

Correspondence:—

Sailors and Soldiers' China Relief Fund.

The Kowloon Water Supply.

The Douglas Steamship Co., Ltd.

China Trade Insurance Co., Ltd.

Canton Insurance Office, Ltd.

Jeliba Mining and Trading Co., Ltd.

The Yokohama Specie Bank, Limited.

Hongkong Polo Club.

Hongkong Volunteer Corps.

Hongkong Football Club.

Queen's College Aquatic Sports.

Consular Report.

Some Straits Settlements Figures.

A Russian Account of Taku.

Russian Forces in the Amur district.

A Trans-Pacific Shipowner's Conference.

Terrible Ending of a Village Festival.

Extensive Opium Smuggling at Rangoon.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 2s.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 6th October, 1900.

NEW ADVERTISEMENTS

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUZU, PORT
SAID, FIUME and TRIESTE
(Taking Cargo at through rates to the BRAZILS,
SOUTH AFRICA, RED SEA, BLACK
SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship.

"MARQUIS BACQUEHEM."

Captain A. Blaifer, will be despatched as

above on TUESDAY, the 16th inst. at 4 P.M.

For information as to Passage and Freight,

apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 6th October, 1900. [2384]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

"SUNGKIANG."

Captain Moore, will be despatched as above on

WEDNESDAY, the 17th instant.

The attention of Passengers is directed to

the Superior Accommodation offered by this

twin screw Steamer.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th October, 1900. [2396]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND

QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship.

"GUTHRIE."

Captain McArthur, will be despatched for the

above ports on FRIDAY, the 26th inst., at

DAYLIGHT.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the steamers of the China Navigation

Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 5th October, 1900. [2393]

VICTORIA RECREATION CLUB.

AT THE BATHING SHED,

KOWLOON.

TO-DAY (SATURDAY), 6th October, at

4.15 P.M. Sharp.

200 YARDS INVITATION SWIMMING

HANDICAP.

Two Prizes. Competitors:—A. A. ALVES (200

Yards Champion of the Colonies), A. E. ALVES

(V.R.C. 100 Yards Champion), H. E. MOON,

C. GREGORY, R. W. F. W. A. STOPANI and

H. N. ALVES.

2 LENGTHS MEMBERS' HANDICAP.

Two Prizes.

and

WATER POLO GAME PORTUGAL

VERSUS THE REST.

Admission: Non-members 50 cents; Soldiers,

Sailors and Boys half-price.

Hongkong, 5th October, 1900. [2583]

HONGKONG, CANTON and MACAO

STEAMBOAT COMPANY, LIMITED.

PROCESSION OF OUR LADY OF

ROZARIO.

SPECIAL CHEAP EXCURSION TO

MACAO.

WEATHER permitting and sufficient

inducement offering, the Steamer

"HONAM"

will leave for Macao TO-MORROW (SUN-

DAY), the 7th October, at 9 A.M. and on the

Return Trip will leave Macao at 10 P.M.

The Procession of Our Lady of Rozario is

announced to take place in the Afternoon.

Special Excursion F\$2.50 Return.

4 State rooms \$5 each extra.

No Single or Second Class Fares.

No Meals supplied on Board.

Chinese Servants 50 cents each Way.

Bicycles 30 cents each.

TICKETS may be purchased at the

[Published by Spatial Arrangement.]

IN WHITE RAIMENT.

BY WILLIAM LE QUEUX.

Author of "Who Finds a Wife," "Purple and Fine Linen," "The Day of Temptation," "Of Royal Blood," &c., &c.

[COPYRIGHT.]

CHAPTER XIV.

A THEORY.

Half-an-hour later I stood beside the body of Colonel Chetwode, making a complete and thorough examination.

After its discovery it had been carried to one of the dressing-rooms, and lay there cold and rigid, upon the mattresses of a small iron bedstead. It was still clothed, just as it had been found, for the local police had given orders that it should not be touched before the arrival of the detectives from headquarters.

The body was that of a tall thin man with iron-grey hair and moustache, and a brow lined with care and anxiety. His evening clothes, wet and muddy, in the broad light of day gave the corpse a disreputable, neglected appearance, which was rendered even more striking by his dishevelled hair and moustache matted with dried mud.

Bullen was alone with me, his companions being at the spot where the body had been found, and as I had proceeded to draw up the blind and examine the wound in the dead man's scalp, he stood by in silence, watching my examination.

The wound near the base of the skull was, I found to my surprise, quite a superficial one. By its appearance I saw that the police doctor had probed it, and quickly found that the injury was not of such a nature as to have caused death.

"Well?" Bullen asked anxiously. "What do you make out of it, Doctor?"

"At present, in your opinion, was the crime committed? What, do you suppose, was the weapon used?" he asked.

"At present I am unable to say," I responded. "The natural conclusion is that it was caused by a blow from a life-weapon; yet a round knob could never have inflicted such a wound. I incline to the opinion that the wound might have been caused by falling from the bridge upon the rough stones below."

By the aid of my probe I satisfied myself that the bone was not fractured, as it would have been by a deliberate blow dealt from behind. The nature of the wound, indeed, was very much as it had been caused by the unfortunate man's head coming into contact with some sharp stone.

Then, after very careful investigation, lasting over half-an-hour, during which I took a number of accurate measurements which might be used later in the identification of the weapon, I came to the rather vague conclusion that the crime had been committed not by a blow, but by hurling the victim from the little bridge, below which he had been found. I had seen many bad scalp wounds at Guy's due to assault and accident, but never one which to the professional eye presented so many curious features.

Do you believe that death was instantaneous?"

"I am not certain," I responded. "There is no injury to the spinal column which could have caused death. He was, without doubt, plunged from behind at the moment he had crossed the foot-bridge, and thrown backward, rolling down the bank into the lake."

"His shirt-stud has gone," remarked the detective. "It looks like robbery."

"I don't think so," I answered.

"Well, do you notice a long green mark there?" I said, pointing to the limp shirt-front. "You see that it runs straight across the stud-hole. By that mark I feel assured there was no robbery."

"I see the mark," Bullen answered, "but at the same time I don't quite see your argument. That mark was made by a damp branch or bramble. When he fell he tumbled backward into the bushes, and crashing through them rolled into the water. One of the branches caught his shirt-stud and broke it off. If you have a strict search made you will find it somewhere, about where he fell. His watch and chain and ring are still upon him, you will notice."

"I quite understand your theory," he responded. "I will order a strict search to be made, for it is an important point whether the murder was done by a thief whom he discovered upon his property. It might have been that burglars were lurking there, and he having discovered them they killed him in order to prevent him from raising the alarm."

"I scarcely think that," I argued. "If they were burglars they would not have attacked him from behind without any ulterior motive. They would simply have remained in hiding."

"But how do you account for him wandering about the park at that hour?" asked the detective.

"That point can only be cleared up by his widow," I exclaimed. "I think we should see Mrs. Chetwode without delay."

With this suggestion he agreed, and having rearranged the body, I left it to the police-surgeon to make his post-mortem. I was curious to know the nature of the evidence the coroner would place before the coroner, for I felt assured that his opinion must differ from mine.

Out in the corridor we met the widow, by whom Bullen sent his card to the widow with the request that she would grant us an interview.

Ten minutes later we were received in the morning room by a pale, fair-haired, rather fragile woman, the redness of whose eyes told plainly that she had been crying, but whose improvised mourning became her well. She was perhaps thirty, certainly not more, rather handsome, with an air of intelligence, and a slightly coquettish air about her which told me that she was not quite so well-bred as one might have supposed the mistress of Chetwode to have been.

Bullen apologised for being compelled to intrude upon her privacy, but explained that it was necessary to make searching inquiries into her past, and he would therefore esteem it a favour if she would answer one or two questions.

To this she assented willingly, and, seating us to be seated, sank into a chair herself.

The detective had not introduced me, therefore she doubtless imagined me to be an emissary of Scotland Yard, like himself.

"Have you any idea of the time when the colonel took the house?" asked Bullen.

"No, I think, however, it must have been about half-past ten," he responded in a hard voice.

I was watching her curiously, and saw by the nervous twitching of her hands that she was striving to calm the conflicting emotions within her. She kept her eyes—beautiful eyes of an almost violet tint—fixed upon her examiner. Scarcely once did she glance at me.

"But if he went out so early as that, you would surely wonder why he did not return?" observed the detective.

I recollect how the man who went straight to his death had so nearly discovered me peering into the long window.

"Ah, no," she said quickly. "I was in ignorance of his absence until—until my maid awoke me at a quarter past five this morning and told me of the awful discovery."

She pursed her lips very slightly. The almost imperceptible movement aroused my suspicion. I had been told that she was on bed terms with the dead man, and probably that had prejudiced me against her.

"Then he went out without your knowledge? Will you kindly tell me how you spent the evening?"

"How I spent the evening?" she asked with a slight start.

"I mean how you all spent the evening," he said, correcting himself. "You had guests here, I understand."

"Yes; we had quite a number of people, and after dinner, as usual, the men played billiards and smoked, while we women remained in the drawing-room. About half-past nine the men joined us, a couple of dances were played, some songs were sung, and the evening passed without further event as far as I am aware."

"But your husband?"

"Well, about half-past ten he came to me, said that he was not feeling very well, therefore should go to his room. He told me to tell the others to excuse him if they missed him, and then he left."

"And you never again saw him alive?"

"No," she faltered. "When I saw him again it was down in the hall. Some men were carrying him in—dead! Oh, it's awful! I—I can't realise it!" and she burst into a torrent of tears.

"It certainly is a most painful affair," said Bullen sympathetically, "but we are striving to solve the mystery. Therefore, I trust you will forgive me for seeking this interview. Whatever information you can give us will assist us very materially in our inquiries."

"I don't think I can tell you anything more," declared the distressed woman. "The others can describe to you the finding of my poor husband on the edge of the lake."

"But what is your theory? Do you believe that the announcement that he was not feeling well was a mere excuse for absence?"

"Ah, that I cannot tell!" she responded. "The house was locked up at midnight, and it was evident that he was out then, for this morning all the doors were bolted, and the windows were fastened just as the servants had left them."

"Well," he said, "that shows that he went out before the house was locked up. Were any of the other guests out in the park?"

"Not to my knowledge," she replied, after a second's hesitation. "Of course the man went out upon the drive in front of the house, and walked up and down to smoke, as they often do in summer, preferring the open air to the closeness of the smoking-room, after dinner."

"He may have kept an appointment," his son replied. "But only he himself could tell us the truth."

The detective acquiesced, and after some further conversation, in which I joined, he rose and passing through into the library commenced an examination of the papers lying on the writing-table. With my rival in the reflections of the woman who was my wife I assisted him, while the widow stood behind us watching, her face pale and anxious, and her nervous hands trembling.

She was in fear. "But that I felt absolutely convinced. But what discovery did she dread?"

While we were bending, examining the contents of one of the drawers which were full of papers relating to the colonel's duty as a Justice of the Peace, for it was here that he performed his judicial work, his widow stood behind me, and with a quick movement slipped up to her son. "Next instant it occurred to me that she had passed something to him; but pretending that I had observed their rapid exchange.

"Have you found anything?" she inquired slimly, after a few moments.

"No, nothing, unfortunately," Bullen responded. And then having searched the room from top to bottom, suggested a move to the colonel's bedroom.

Here the search both of the clothes in his wardrobe and of the room wherein he usually slept likewise proved fruitless. After twenty minutes or so, however, I contrived, while the others were busy turning over the dead man's effects, to slip back to the library. Young Chetwode had, at the moment when the suspicious movement had been made behind me, stood with his back to the black marble mantelpiece, and it was to examine that that I returned. While doing so, I suddenly found a crack between the wall and the upright marble support where the plaster had dried out by the heat of the winter fire, and peering within in saw something concealed there.

But surely you don't suspect any of them?" he exclaimed quickly.

"We suspect no one at present," he responded. "But in order to prosecute our inquiries officially, it is necessary to know exactly who was in the house at the time of the tragedy."

"Oh, of course, of course!" she said. "I will make out the list and let you have it in the course of an hour—if that will do."

"Excellent," the detective said. "Kindly make the list complete."

"Certainly," she answered. Then she added hesitatingly: "I scarcely like to think ill of those who have accepted my hospitality."

"Quite natural," he responded. "But were all old friends?"

"Oh yes. All of them."

Bullen glanced across to a half-open door which appeared to give entrance to the library, saying: "If you will permit us, we will examine the colonel's papers. They may give us some clue. It is just possible that he received a letter making the appointment in the park."

"You are quite at liberty to act just as you think best," she answered with perfect frankness.

He thanked her and then tactfully turned the conversation back to the events of the previous night. It might have been owing to the prejudice which I entertained towards her, but somehow she seemed anxious to avoid any remark regarding the period immediately preceding the tragedy. Naturally a wife whose husband has been foully assassinated in a manner so mysterious would look back in horror upon past events. But in some strange indefinite way she seemed to hold our presence in dread. Not that her replies were in the least prevaricatory or hesitating. She was perfectly frank and open; nevertheless, by her manner, she somehow some deeper knowledge than she would admit.

Bullen, not slow to notice this, continued to put her with questions, in order to obtain further details of how the hours after dinner had been spent.

"Who saw your husband last?" he inquired.

"I don't know for certain. I believe it was one of the guests—a Mr. Durrant, with whom he had played billiards."

"After he had complained to you of not feeling well?"

"No. He played billiards before," she answered, then readily added: "On leaving his return to the billiard-room to fetch his cue-case. It was then he wished Mr. Durrant good-night."

"Did he tell him also that he was unwell?"

"Yes. I believe so. But Mr. Durrant sent a card of sympathy to my room, and left without seeing me. I therefore only know this by hearing from the servants."

"You have a stepson—Lieutenant Chetwode. Where was he?"

With me in the drawing-room. Ah! here he comes!" And at that moment a thin, dark-haired, well-set-up young man entered, eying us with an inquiring glance.

This, then, was my wife's lover!

Briefly the widow explained who we were, and in reply to Bullen's questions the dead man's son described how his father had managed to slip out unnoticed, and how his absence had passed unnoticed until the awful discovery had been made in the morning.

"You have no suspicion that he had any enemy, I suppose?" the detective asked.

"None whatever. The terrible affair is a most profound mystery."

"Yes," said Bullen, reflectively, his grey eyes fixed upon those of the widow. "It's a mystery we must try and solve."

"I hope you will," the young man exclaimed. "My father has fallen beneath the hand of some cowardly assassin concealed in those bushes down by the lake—he was the victim of the revenge of some person unknown."

"What makes you think the motive was revenge?" inquired the detective, quick to scent any clue.

"The widow and her stepson exchanged rapid glances. I was watching, and it occurred to me that some secret understanding existed between them. My friend of the Red Lion had declared that they were enemies, but to me it certainly appeared as though they were acting in complete accord.

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & B&G	BEETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON VIA SUEZ CANAL	PATROCULUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th inst.
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Durke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
BREMEN, VIA PORTS OF CALL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
MARSEILLES, &c., VIA PORTS OF CALL	SACHSEN	Ger. str.	—	E. Oesemann	MELCHERS & CO.	On 17th inst., at Noon.
MARSEILLES & LONDON	INDUS	Brit. str.	—	Duchateau	MESSEGERIES MARITIMES	On 8th inst., at 1 P.M.
MARSEILLES & LONDON & ANTWERP, V. SPORE, &c.	CANDIA	Jap. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
MARSEILLES & LONDON DIRECT	TAMIA MARU	Brit. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
HAVRE, BREMEN & HAMBURG V. COLOMBO	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 27th inst., at Noon.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On 8th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 23rd inst.
HAVRE & HAMBURG	SARNSIA	Ger. str.	—	Sander	CARLOWITZ & CO.	On or about 31st inst.
HAVRE & HAMBURG	KONGSBERG	Aus. str.	—	Wieland	SHEWAN, TOME & CO.	On 16th inst., P.M.
HAVRE & HAMBURG	MARQUIS BACQUEHEM	Brit. str.	—	Dodwell & Co., LIMITED	Quick despatch.	
HAVRE & HAMBURG	ANAPA	Brit. str.	—	Hillebrandt	CARLOWITZ & CO.	On or about 15th inst.
HAVRE & HAMBURG	MARIA DE LARRINAGA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
HAVRE & HAMBURG	ASTUETIA	Brit. str.	—	J. Panton	DODWELL & CO., LIMITED	On 10th inst.
HAVRE & HAMBURG	EMPEROR OF CHINA	Brit. str.	—	T. M. Stevens & Co.	TOYO KISEN KAISHA	On 6th inst., at Noon.
HAVRE & HAMBURG	VICTORIA	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 13th inst., at Noon.
HAVRE & HAMBURG	MONMOUTHSHIRE	Brit. str.	—	—	O. & O. S. S. CO.	On 25th inst.
HAVRE & HAMBURG	HONGKONG MARU	Jap. str.	—	McArthur	BUTTERFIELD & SWIRE	On 20th Nov.
HAVRE & HAMBURG	CHINA	Amer. str.	—	A. E. Moses	GIRL LIVINGSTON & CO.	On 26th inst., at Daylight.
HAVRE & HAMBURG	DOMIC	Brit. str.	—	Moore	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
HAVRE & HAMBURG	CARLISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th Nov., at Noon.
HAVRE & HAMBURG	GUTHRIE	Brit. str.	—	—	—	On 12th inst., at Daylight.
HAVRE & HAMBURG	YATADA MARU	Jap. str.	—	—	—	On 23rd inst.
HAVRE & HAMBURG	CHANGSHA	Brit. str.	—	—	—	On 13th inst., at Noon.
HAVRE & HAMBURG	AWA MARU	Jap. str.	—	—	—	On or about 7th inst.
HAVRE & HAMBURG	CHANGSHA	Brit. str.	—	—	—	On or about 7th inst.
HAVRE & HAMBURG	KASUGA MARU	Jap. str.	—	—	—	On 8th inst.
HAVRE & HAMBURG	SOCOTRA	Brit. str.	—	—	—	On or about 12th inst.
HAVRE & HAMBURG	SYDNEY	Fren. str.	—	—	—	To-day, at Noon.
HAVRE & HAMBURG	LOONGMOON	Ger. str.	—	—	—	To-morrow, at Daylight.
HAVRE & HAMBURG	WOOSUNG	Brit. str.	—	—	—	On 17th inst., at Daylight.
HAVRE & HAMBURG	CHURAN	Brit. str.	—	—	—	On 16th inst.
HAVRE & HAMBURG	THALES	Brit. str.	—	—	—	On 8th inst., at 5 P.M.
HAVRE & HAMBURG	HATCHING	Brit. str.	—	—	—	On 23rd Nov., at Noon.
HAVRE & HAMBURG	TAMSIU MARU	Jap. str.	—	—	—	On 11th inst., at Noon.
HAVRE & HAMBURG	ANPING MARU	Jap. str.	—	—	—	Quick despatch.
HAVRE & HAMBURG	MENMUJI	Brit. str.	—	—	—	—
HAVRE & HAMBURG	SUNGKIANO	Brit. str.	—	—	—	—
HAVRE & HAMBURG	CHANGSHA	Ital. str.	—	—	—	—
HAVRE & HAMBURG	SANDAKAN	Ger. str.	—	—	—	—

SHIPPING.

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"MARIA DE LARRINAGA" will be despatched for the above port on or about the 6th October, 1900.

For Freight, apply to DODWELL & CO., LTD., Agents.

Hongkong, 21st September, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Allaire will be despatched for the above ports on or about SUNDAY, the 7th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 2nd October, 1900.

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain F. W. Schulz will be despatched for the above port on MONDAY, the 8th inst., at Noon.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO.

Hongkong, 4th October, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th October, 1900, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

The British steamer "Hatching" from Foochow 2nd Oct., Amoy 3rd and Swatow 4th, had fresh N.E. winds throughout, clear weather, with considerable sea at times. Warships and steamers in Amoy—H.M.S. "Asia," Amur, "Maratha," "Gorda" and "Gra," two Japanese, straights, "Pao-tung," "Hangchow," "Marie-Joséphine" and "Emeralda." In Swatow—Chou-tai, "Kang-han" and "Anping."

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 7th October.

(Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th September, 1900.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"MENMUJI."

Captain R. W. Almond will be despatched as above on MONDAY, the 8th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 2nd October, 1900.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG."

Captain Dowan will be despatched for the above ports on MONDAY, the 8th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900.

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st October, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSU.

THE Company's Steamship

"TAMSU MARU."

Captain K. Hasegawa will be despatched for the above ports TO-MORROW, the 7th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st October, 1900.

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st October, 1900.

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Hongkong, 1st October, 1900.

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NISSON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, SATURDAY, Nov. 24, 1900, at Noon.

KOBIA, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Twin-Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE (HAMBURG-AMERICA LINER HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship "ASTURIA".

Capt. Hildebrandt, will be despatched for the above port on or about 10th October. For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "AKASHI MARU".

Captain K. Suzuki, will be despatched for the above port on or about 10th October.

For Freight, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th September, 1900.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND BUBATTINI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamer to ADEY, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA, and GENOVA, also VENICE and TRISTE, in MEDITERRANEAN, AFRICA, LEBANON, VANTINE, and SOUTHERN EMIRATE PORTS, etc.

Taking Cargo at through route to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BOEMIDA".

Captain Sartorio, will be despatched as above on THURSDAY, the 11th inst. at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 2nd October, 1900.

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for SIXTEEN POINTS).

THE A. L. Steamship "MONMOUTHSHIRE".

will be despatched on or about the 20th inst.

For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "BENGAL".

Captain S. Burcham, carrying Her Majesty's Mails, will be despatched from this for Bound on SATURDAY, the 13th October, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcel will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st October, 1900.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, 1900, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, 1900, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, 1900, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1900.

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UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE (HAMBURG-AMERICA LINER HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

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Hongkong, 31st August, 1900.

16

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "AKASHI MARU".

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For Freight, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th September, 1900.

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NAVIGAZIONE GENERALE ITALIANA (FLORIO AND BUBATTINI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamer to ADEY, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA, and GENOVA, also VENICE and TRISTE, in MEDITERRANEAN, AFRICA, LEBANON, VANTINE, and SOUTHERN EMIRATE PORTS, etc.

Taking Cargo at through route to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

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Hongkong, 2nd October, 1900.

18

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for SIXTEEN POINTS).

THE A. L. Steamship "MONMOUTHSHIRE".

will be despatched on or about the 20th inst.

For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900.

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VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, 1900, at Noon.

CHANGSHA, Agents.

Hongkong, 5th October, 1900. [2385]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

IN CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA SHIP NAVIGATION CO. shortly

hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO. LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being di-

charged into Craft, and/or landed at the God-

downs of the Hongkong and Kowloon Wharf

and Godown Company, in both cases it will lie

at Consignee's risk. The Cargo will be ready

for delivery from Craft or Godown on and after

the 5th instant.

Optional cargo will be landed unless notice

has been given prior to steamer's arrival.

Goods undelivered after the 12th instant will be

subject to rent. All damaged Goods must be

left in the Godowns, where they will be

examined at 11 A.M. on the 9th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th October, 1900. [2569]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"SARNIA."

Captain Schlaefke, having arrived from the above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and to

take immediate delivery of their goods from

San Francisco.

Optional cargo will be forwarded unless

notice to the contrary be given before 10 A.M.

Any cargo impeding her discharge will be

landed in the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignee's risk and expense.

POST OFFICE NOTICES.

The China, with the American Mail of the 6th ult., left Shanghai on Friday, the 5th inst., at daylight, and may be expected here to-day.
The Sydney, with the French Mail of the 7th September, will left Saigon on Thursday, the 4th inst., at 9 a.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 4th August.
The Doric, with the American Mail of the 15th Sept., left Yokohama on Thursday, the 4th inst., at daylight, and may be expected here on or about Friday, the 12th inst.

MAILS WILL CLOSE.

FOR PRE DAY AND HOUR.

Swatow	Saturday, 6th, 10:00 A.M.
Yokohama	Saturday, 6th, 10:00 A.M.
Vladivostock	Saturday, 6th, 10:00 A.M.
Manila and Iloilo	Saturday, 6th, 10:00 A.M.
SHANGHAI, NAGARAKI, KORE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO	Registration ... 10:00 A.M. (Registration, with late fee of 10 cents, up to 10:45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)	Letters ... 11:00 A.M. Saturday, 6th, 2:00 P.M.
Shanghai	Saturday, 6th, 4:00 P.M.
Amoy and Tamsui	Saturday, 6th, 5:00 P.M.
Swatow, Amoy and Foochow	Saturday, 6th, 5:00 P.M.
Hainan	Saturday, 6th, 5:00 P.M.
Swatow and Amoy	Saturday, 6th, 5:00 P.M.
Swatow, Amoy and Tamsui	Sunday, 7th, 9:00 A.M.
Kunchuk and Sandou	Monday, 8th,
EUROPE, &c., India via Tuticorin (Late Letters 11:10 to 11:30 A.M. Extra Postage 10 cents)	Circulars ... 8:00 A.M. Registration ... 10:00 A.M. (Registration, with late fee of 10 cents, up to 10:45 A.M.)
Papers ... 10:30 A.M.	Letters ... 11:00 A.M. Monday, 8th, 4:00 P.M.

Manila	Letters ... 11:00 A.M.
Kobe	Monday, 8th, 4:00 P.M.
Kunchuk and Sandou	Tuesday, 9th, 3:00 P.M.
Swatow, Amoy and Foochow	Tuesday, 9th, 5:00 P.M.
EUROPE, &c., India via Tuticorin (Late Letters 11:10 to 11:30 A.M. Extra Postage 10 cents)	Saturday, 13th, Registration ... 10:00 A.M. (Registration, with late fee of 10 cents, up to 10:45 A.M.)
Papers ... 10:30 A.M.	Letters ... 11:00 A.M. Monday, 8th, 4:00 P.M.

TO-DAY.

Gymkhana, Happy Valley, 4 p.m.
Victoria Recreation Club, Water Carnival, 4:15 p.m.

TO-MORROW.

Excursion to Macao by steamer *Houan*, leaving Hongkong at 9 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 5th October.

ON LONDON.—	Telegraphic Transfer	2/0 ^{1/2}
Bank Bills, on demand	2/1 ^{1/2}	
Bank Bills, at 30 days' sight	2/1 ^{1/2}	
Bank Bills, at 4 months' sight	2/1 ^{1/2}	
Credits, at 4 months' sight	2/1 ^{1/2}	
Documentary Bills, 4 months' sight	2/1 ^{1/2}	

ON PARIS.—	Bank Bills, on demand	2.61 ^{1/2}
Credits, at 4 months' sight	2.67	

ON GERMANY.—	On demand	2.13
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ON NEW YORK.—	Bank Bills, on demand	50 ^{1/2}
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CREDITS, 60 days' sight	51 ^{1/2}
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ON BOMBAY.—	Telegraphic Transfer	156
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ON CALCUTTA.—	Bank, on demand	156 ^{1/2}
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TELEGRAPHIC TRANSFER	156
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ON SHANGHAI.—	Bank, on demand	156 ^{1/2}
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PRIVATE, 30 days' sight	72 ^{1/2}
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ON YOKOHAMA.—	On demand	1.1 p.c. dis.
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ON MANILA.—	On demand	1.1 p.c. dis.
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ON SINGAPORE.—	On demand	1.1 p.c. dis.
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ON BATAVIA.—	On demand	1.1 p.c. dis.
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ON HAIPHONG.—	On demand	1.125
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ON SAIGON.—	On demand	2.1 p.c. dis.
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ON BANGKOK.—	On demand	2.1 p.c. dis.
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OPIUM.	Quotations are— Allow no net, to 1 cent.
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Malwa New	\$820 to \$830 per picul.
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Malwa Old	\$870 to \$880
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Malwa Older	\$880 to \$900
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P. P. per wrap	\$870 to —
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Persian fine quality	\$810 to —
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Persian extra fine	\$850 to —
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Persian fine quality	\$810 to —
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Persian Extra fine	\$850 to —
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Persian New	\$874 to —
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Persian Old	\$865
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Banaras New	\$865
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Banaras Old	\$8
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VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Sydney*, with mails, &c., left Saigon on Thursday, the 4th inst., at 9 a.m., for this port and may be expected here to-morrow.

THE AMERICAN MAIL.

The P. M. steamer *Cina*, with mails, &c., left Shanghai on this port on Thursday morning, the 4th inst., at daylight.

The O. & O. steamer *Doric*, with mails from San Francisco to the 15th ult., via Honolulu, has arrived at Yokohama, and left for this port on Thursday morning, the 4th inst., via Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd ult.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

THE INDIAN MAIL.

The Indo-China steamer *Suwan*, from Cuttack and Straits, left Singapore for this port on the 29th ult., at 8 a.m.

THE MERCHANT STEAMERS.

The N. G. steamer *Bornimaleft*, Singapore for this port on the 6th ult., and may be expected here on or about the 9th inst.

The N. Y. K. steamer *Ara Mare* (European Line) left Singapore for this port on the 3rd inst., and is expected to arrive here on the 9th inst.